

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

KUDAT and SANDAKAN..... { "HORNED" } TUESDAY, 15th July, 10 A.M.
Capt. F. Sembill

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 15th July, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA..... ERNEST SIMONS Girard 19th July, P.M.
MARSEILLES, VIA PORTS ARMAND BEHIC Lafont 20th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA TONKIN Charbonnel 2nd Aug., P.M.
MARSEILLES, VIA PORTS CALEDONNIEN Oranov 3rd Aug., at 1 P.M.Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,
QUEEN'S BUILDINGS.

Hongkong, 15th July, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

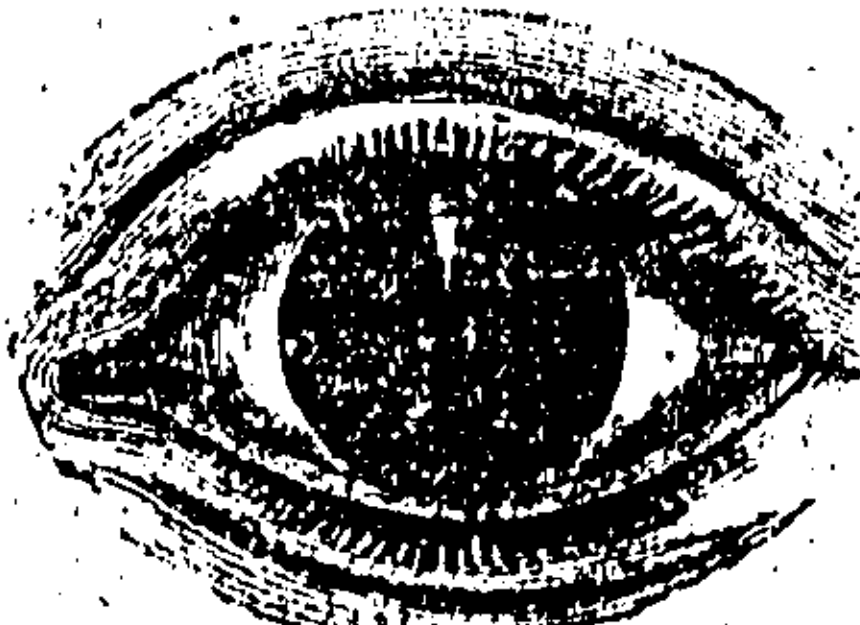
The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,
1, John Street, Bedford Row, W.C.HONGKONG,
59, Des Voeux Road.SHANGHAI,
566, Nanking Road.

Intimations.

THE YOKOHA IKA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. NO. 3 DOCK.

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.
Width of Entrance ... 80 " Width of Entrance ... 50 " Width of Entrance ... 63 "
Water on Blocks 28 " Water on Blocks ... 26 " Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyor).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 874, 106, or 381.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebels, Scotta,

A. I. and Watkins.

Yokohama, April 28th, 1909.

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.

Apply to—

S. D. SETNA,

No. 6, Des Voeux Road.

Hongkong, 21st June, 1909.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

TO LET.

No. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 105, DES VOEUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shaw, James & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT,

E. D. SASSON & Co.,

Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

GODOWN No. 14, DUNDRELL STREET.

Apply to—

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Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

A NEW SERVICE TO NINGPO.

THE STR. "NING SHAO."

Never has a steamer made her debut in Shanghai amidst such amazing enthusiasm as was displayed on the occasion of the trip of the Ningpo Shao-shing S. N. Co.'s new steamer Ning Shao yesterday, reports the N. C. D. News of 10th inst. Countless invitations had been issued to Chinese and foreign guests to a reception on board the steamer, which was timed to leave for Woosung at 4.15 p.m. At 4 p.m. the four decks were a mass of seething humanity, and the steamer presented an extraordinary appearance. She was gaily decorated with flags, bunting, and evergreen, and not a foot of the deck rails was unoccupied, while on the wharf below thousands of spectators were watching the scene. Indeed the whole of the Chinese Bund, and all the jetties in the neighbourhood were packed with enthusiastic Chinese, who surged to and fro in their efforts to reach vantage points from which to witness the vessel's departure. So incessant was the stream of arrivals up the gangways that it was nearly 4.45 when the vessel cast off with a band playing and flags flying and proceeded down river. Her course down the Huangpu partook of the nature of a triumphal progress. The shores on both sides were lined with native sightseers, and solid masses of humanity occupied all the jetties and pontoons on the Shanghai side. Moreover the side of nearly every vessel that was passed was lined with spectators.

Steadily and gracefully the new steamer made her way down river, past the busy wharves and shipping to Gough Island, and thence, by the Ship Channel to Woosung. At the latter place she was greeted enthusiastically by crowds on the shore, and fountains of crackers were discharged in honour of her arrival. By a curious coincidence, her whistle, jammed as she was nearing Woosung, heralding her approach with a resounding blast of angry steam.

Outside the Spit buoy the Ning Shao was put about to return to Shanghai. It was originally intended that she should come up Astoria Channel on the homeward journey, but as some slight trouble was experienced with the starboard engine, it was decided to use the Ship Channel once more. On the return journey, as many of the Chinese and foreign guests who could do so assembled in the saloon, where speeches were made, and toasts were proposed in honour of the occasion. Mr. Yu Ya-ching, manager of the Company, who had received all guests on their arrival, proposed the toast of success to the Ning Shao. In doing so he said that trade between Shanghai and Ningpo was on the increase, and it had therefore been decided at an influential meeting of Chinese merchants to start the present enterprise. He thanked all present for their attendance, and especially the representatives of the Viceroy, the Soochow Governor, and the Shanghai Tactai.

Mr. Pao Yi, as the representative of the Viceroy, then made a short speech, and he was followed by Tactai Wang, representing the Governor of Soochow, and Tactai Quan, the Shanghai Tactai's representative.

The trip came to an end just before 9 p.m. when the Ning Shao was once more moored to her jetty on the Chinese Bund. An enormous crowd was awaiting her return, and it was every whit as enthusiastic as that which had witnessed the vessel's departure.

The Ningpo Shao-shing S. N. Co. was formed about a year ago, with a capital of \$1,000,000, and the Ning Shao, which was built at Foochow Arsenal, is to inaugurate a new service between Shanghai and Ningpo. She is able to accommodate three thousand passengers, a number which must have been exceeded on yesterday's trip and her cargo capacity is 2,600 tons. Judging by her performance yesterday, she is a remarkably steady boat, and in addition she is luxuriously furnished, and well equipped in every way. Her principal dimensions are: length 240 feet; beam 42 ft.; draught 10 ft.; loaded—she has twin screws and triple expansion engines, with three Scotch boilers, and is capable of making 13 knots. Built of steel throughout, and fitted with electric light, she has come straight from the hands of the builders. She has one foreign and two Chinese saloons, and nine two-berth first class cabins. Though she is running independently of the Conference, her owners have no intention of cutting rates, and it is therefore hoped that she will get a fair share of the passenger and cargo traffic between Shanghai and Ningpo.

The Ning Shao is commanded by Captain Bell, R.N.R., late of the Turkish Navy. Mr. Cartwright is Chief Officer, and the Chief Engineer, Mr. Reid, was formerly in the Douglas S. S. Co.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 2nd December, 1908.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.
Waglan. San Ki Wau.
Sizalay. Sai Kung.

Cape Collinson. She Tan Koi.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

F. C. FINE.

December, 1908.

Intimation.

Powell's
Furnishing
Department

is now replete with an entirely new collection of

BEDROOM
SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the mansion, at prices varying from

\$140 to \$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN
OFFICE
FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL
BOOKCASES
AND
FILING
CABINETS

on the vertical Sectional System, allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

POWELL'S
(FIRST FLOOR)
ALEXANDRA
BUILDINGS,
and
28, Queen's Road.
Hong Kong, 16th July, 1909.

Intimation.

TENDERS FOR REVENUE
FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE
OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government intends to invite the right of vesting the Farms (as provided in the Proclamations concerning as named in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenderers to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are—
(a) BRITISH NORTH BORNEO—Opium, Spirit, Gambling and Pawn-broking, as follows—

(i) in one concession for the whole State.
(ii) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively—

(1) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Pagan River.

(2) KUDAT DISTRICT—the Territory bounded on the one side by the true right watershed of the Pagan River and on the other by the true right watershed of the Pindasan River.

(3) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pandanan River and on the other by the northern boundary of Province, Clarke.

(4) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broekhoeck point.

(5) PROVINCE CLARKE—being the Territory between Batu-Batu and the Lawas northern watershed.

4. The attention of those desiring tendering is drawn to the following terms:—
(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912: a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter in a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said Secretary, at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingston & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below—

Per tabil \$ 2.40
" cbi 00.30
" 5 bun packet 00.15
" 4 " 00.12
" 3 " 00.09
" 2 " 00.06

(A) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and noted above.

The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirits.

(C) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirits for sale.

(D) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent.

If those are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(E) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(F) The following Proclamations govern the conduct of the Farms in N. B. Borneo viz—
SCHEDULE A.
The Opium Proclamation No. 16 of 1904 as amended by No. 7 of 1904.
The Liquors Proclamation No. 17 of 1901.
The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 1 of 1903, and No. 3 of 1906.
The Gambling Proclamation No. 8 of 1901.

ROMANCES OF PEARLS OF
GREAT PRICE.

At last the pearl has been staged. After playing an important role in historical romances of real life it has been dramatized, with the most superficial life of Greater New York as its environment.

In her new comedy, "Sham," Miss Henrietta Crossman, who plays the role of a bankrupt, spendthrift society girl, eventually falls in love with a straight-forward, honest-minded man who hates debts, false appearances, all the little shams which presumably mark the existence of the once-rich society girl. To save her reputation in his eyes and incidentally to feel to accept his proposal, she decides to sell her pearls, the one family heirloom left. But she learns that her equally spendthrift father had sold the original and real pearls and substituted cheap imitations which their butterfly world had never detected as false. What happens to the bankrupt heiress and what was the ending of dramatized pearls have nothing to do with this story, but the attitude of the women in the audience when the short string of pearls is spoken of as worth \$10,000 is generally amusing.

"Why, they ain't any thing compared with diamonds!"

"Just think of paying \$20,000 for a few pearls like that!"

These and similar comments which can be heard any night at the play-house show how little the average woman knows of the true value of pearls.

The gem collector and connoisseur who goes in for pearls will pay even higher prices than his cousin, the diamond collector. A pearl lover is above all things an enthusiast.

Not long ago former Judge E. H. Cary, of the United States—Steel Corporation, paid \$110,000 for three matched pearls which were said to be the nucleus of a magnificent necklace.

Mrs. John W. Mackay has a pair of black pearl earrings worth \$30,000, while solitary pearl earrings worn by Mrs. J. Foster Palmer almost constantly are considered to be worth not less than \$20,000.

The dowager queen of Italy, Margherita, has a passion for pearls, and they form the most extravagant feature of her personal possession. It is said that her collection is worth \$1,750,000.

Queen Alexandra of England prefers pearls to diamonds, and is especially fond of combining them with lustrous white satin. When she appears at a drawing room clad in this combination she wears not less than \$750,000 worth of pearls in ropes and ornaments. She also has a most magnificent pearl dog collar. The German Empress owns pearls to the amount of \$1,250,000, and the Czarina of Russia can value hers at \$500,000, but neither the German nor Russian queens wear pearls for pure love of the gems as does Margherita of Italy and Alexandra of England.

Among the American women who dazzle European courts with their pearls is the Duchess of Marlborough, formerly Consuelo Vanderbilt, who generally hides her rather slender throat and shoulders with ropes after ropes of the beautiful gems. In America both Mrs. John Jacob Astor and Mrs. George J. Gould appear in public with pearls more frequently than with diamonds, and Mrs. Widener, of Philadelphia, who spends much time in New York, is another belle whose passion runs to pearls.

History has helped to make many a pearl famous. The late Queen Victoria of England was extremely fond of a certain necklace of pink pearls worth \$80,000, and she often wore them without any other jewel to detract attention from them. One of the most interesting events attending the accession of her son Edward to the throne was the recovery of the black pearl, of priceless value, which disappeared from the English dissem in 1751, and which was unearthed in a Hungarian pawnshop and restored to its imperial position, to the joy of all Great Britain.

Two pearl necklaces have "died," the most romantic thing that could possibly happen to a gem. Empress Elizabeth of Austria was seized with typhoid fever and almost immediately it was noted that her magnificent pearl necklaces were fading. Experts decided that their "recovery" could only be secured by returning them to the Adriatic sea. Consequently they were placed in a casket, sunk in the sea chained to a buoy and guarded by a government ship. There they lie beneath the sea to this day, and once a year they are hauled up and examined by experts. Poor Empress Elizabeth has long since gone to her rest, but students of gem life say it will be years before the colour of her pearl will be restored.

The famous Mme. Thiers' pearls left to the French republic by President Thiers, are also reported to be dying, and the catastrophe has aroused much controversy in Paris. It is said that pearls will turn black unless worn next the skin occasionally. This the museum directors would like to have done, but the Thiers family will not permit so grave a desecration of their gift.

The Austrian girl always has a string of pearls as part of her dowry. If she is rich the pearls are the most expensive part of her outfit, and if she is poor she must be content with imitation gems. In either case she lays aside her necklace when ill, for she believes that pearls "catch" illness and disease.

In America interesting romances have been connected with pearls. For instance, the famed "Queen Mary" pearl was found by a Mississippi clam-digger, who named the gem for his wife and then sold it to H. Deakin, a Chicago collector, for \$17,500. Later the pearl sold for \$10,000.

Here in New York, Frank Fisher, an oyster opener in a well-known Sixth Avenue café, carefully watched for pearls during seventeen years of such labour. At the end of that time he presented his wife with a chain of forty-five perfectly matched pearls, which local jewellers say compare in quality and matching with any chain belonging to leaders of society. The gift was believed to celebrate the twentieth anniversary of the pair's marriage and was one of the prettiest romances New York ever had.

Law suits have sprung from disputes over pearls. The United States government lost its case when it tried to force Bernard Citroen, a Parisian jeweller, to pay 60 per cent duty or \$100,000, on a pearl necklace made for Mrs. William B. Leeds, wife of the former president of the Rock Island road. Mrs. Leeds had ordered the necklace in Paris, and the price stipulated was \$500,000. Citroen claimed that the pearls were shipped to Mrs. Leeds as individual pearls, dutiable at 10 per cent. The customs department held them as a necklace, on which the duty would be 60 per cent of their appraised value, and the war over the famed necklace was waged for months and created a great sensation.—New York World.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"ANDALUSIA,"

Captain Block, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TODAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong, 12th July, 1909. [533]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"CARNARVONSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 15th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godowns, where they will be examined at 9.30 A.M. on SATURDAY, the 17th inst.

JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 12th July, 1909. [531]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

"STEAMSHIP "KUMERIC"

FROM TACOMA, VANCOUVER, YOKO, HAMA, KOBE, MOJI and MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO. LIMITED, Agents. Hongkong, 13th July, 1909. [110]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd of July, will be subject to rent.

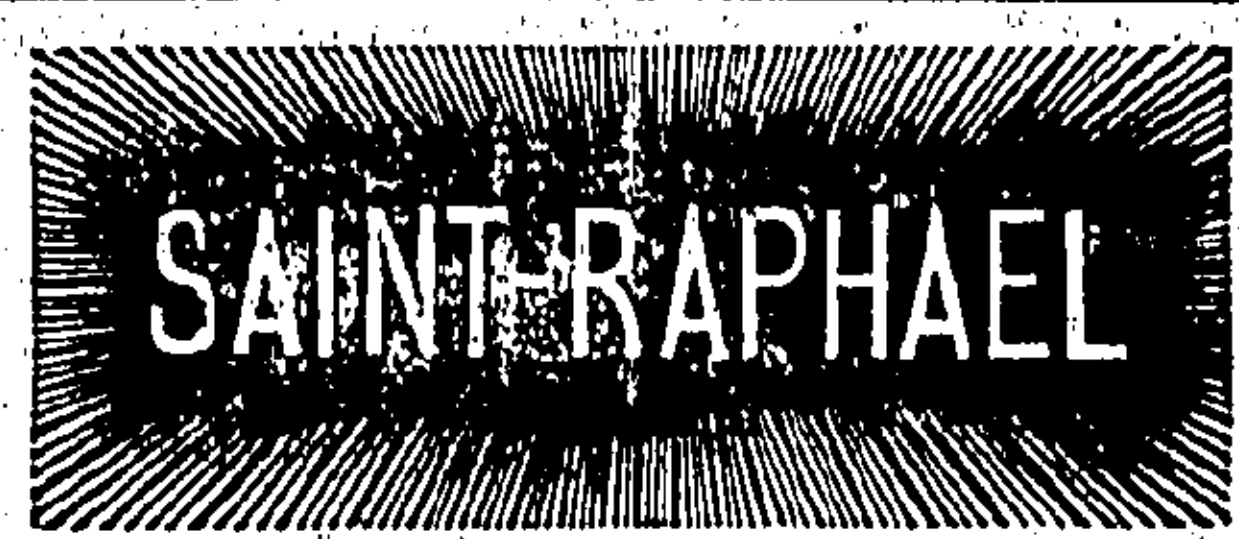
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of July, at 9.30 A.M.

All claims must reach us before the 26th of July, 1909, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co. LIMITED, Agents. Hongkong, 15th July, 1909. [115]

Intimations.



TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICATEURS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France). CALDERON MACGREGOR & Co., Hongkong.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that W. R. LOXLEY AND COMPANY, of Victoria, Hongkong, Merchants, have, on the 25th day of March, 1909, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

1. A Chinese standing on the foreground of the picture holding a flag. In the back ground are a steamer and junk on a sea surrounded by mountains on one of which is a fort.

2. Three owls, each sitting on a branch of a tree and each enclosed by an oval border.

3. A Chinese boy carrying a bag of rice and in the back ground a large tree and the Chinese characters meaning "carrying rice for 100 li."

4. A fishing boat with a Chinese thereon with a rod in his hand fishing and the Chinese characters meaning "fishing sketch." In the back ground are bamboos and in the top right corner is the moon.

5. A Chinese riding a horse and the Chinese characters meaning "hiding a horse picture."

6. A Chinese girl with her arms round a tiger's neck. The tiger is lying on a table, on each side of which are two large chrysanthemum plants.

7. A Chinese carrying on his left arm a shield and in his right hand an axe with which he is about to strike a large tiger. On the top of the picture are Chinese characters meaning "striking tiger picture."

In the name of W. R. LOXLEY AND COMPANY, who claim to be the sole proprietors thereof.

The Trade Marks have been used by the Applicants as follows:—

Nos. 1 and 6 in respect of ARTICLES of CLOTHING in Class 38.

Nos. 3, 4, 5 and 7 in respect of COTTON WICK GOODS of all kinds in Class 24.

No. 2 in respect of ARTICLES of CLOTHING in Class 38 and COTTON PIECE GOODS of all kinds in Class 24.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 15th day of June, 1909.

DENNIS & BOWLEY, Solicitors for the Applicants.

Colonial Secretary's Department.

No. 401. HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on TUESDAY, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of Selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, &c., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in Government Gazette as Notification No. 401 of the 2nd July, 1909.

A. M. THOMSON, Colonial Secretary.

2nd July, 1909. [515]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SYRIA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 14th July, 1909. [114]

THE HONGKONG ELECTRIC CO., LD.

NOTICE

NOTICE is hereby given that THREE SHARE CERTIFICATES for the following Thirteen Shares Numbered 23504/—, 17296/17299, 17358/359, 17719/17722, 29154/—, and 29137/29138 in the above named company standing in the name of JOAO ANTONIO DA LUZ (deceased) have been LOST, and should the same not be produced within a fortnight a new Certificate for the same shares will be issued in favour of the said JOAO ANTONIO DA LUZ (deceased) and the original Certificate will be declared by the Company as null and void.

GIBB, LIVINGSTON & Co., Agents, HONGKONG ELECTRIC CO., LTD. Hongkong, 12th July, 1909. [530]

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 10th current, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON & Co., LTD., General Managers, HONGKONG ICE CO., LTD. Hongkong, 12th July, 1909. [532]

JUST LANDED:

The well-known and famous brandy "Bisquit Dubouche & Co."

Per Bot. XXX Very Old Fine \$2.50

V.O.O.B. Guaranteed 20 Years Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE, Sole Agent, Hongkong, 30th April, 1909. [140]

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encaderados em lindas capas de phantasia e de diversas cores.

Precos modicos.

Dirija-se a GRACA & CO., 27, Des Vieux Road, Hongkong, 8 Junho de 1909. [116]

O. C. MOOSA,

1 & 8, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS IN VARIO

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES : DRY GINGER ALE. LIME FRUIT CHAMPAGNE. ORANGE CHAMPAGNE. STONE GINGER BEER.

PALATABLE AND

REFRESHING.

Watson's FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages. Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

reasonable salaries to the judges is, of course, to avert the possibility of suspicion regarding the motives of the occupants of the bench when they deliver decisions which do not seem to accord with the facts. But the same thing applies to those in other official positions and it is therefore satisfactory to learn that the Government now proposes to raise the amount annually paid in salaries to officials, which now totals some Y60,000,000, by about thirty per cent. It is also proposed to increase the allowances for travelling expenses from Y1,000,000 to Y1,500,000. Several of the Japanese newspapers have already commented on these proposed augmentations of the payments to officials, and it is evident that the scheme will give rise to much discussion. The Osaka Asahi approves the increase in principle, as it recognises that at present the official salaries are too low to attract the more brilliant and efficient men, with the result that business circles are constantly being recruited at the expense of the various branches of the Administration. It also considers that the salaries of judicial officials have recently been raised it is only reasonable that something should be done for the other classes of officials. Furthermore, the Asahi thinks that the payments to members of the House of Representatives should be raised in order to enable them to live entirely on their salaries without having recourse to such practices as those exposed in the Dai Nippon Sugar Company revelations. The Journal, however, points out that a direct increase of salaries is not the only way of improving the financial position of officials of small means. This could be done by exempting them from the income tax and by abolishing the bad taxes, which affect the officials as much as the rest of the public. The real remedy in the case of people with small incomes is a proper adjustment of taxation and the taking of steps to lower the prices of commodities. While, therefore, the Asahi welcomes a scheme to benefit the minor officials, it hopes that the Government will also adopt measures to relieve other persons in receipt of limited salaries. The Yomiuri is more emphatic in its support of an increase of official salaries. It points out that the present scale of the latter, in the cases alike of Cabinet Ministers and the lowest officials, was fixed a number of years ago, when the cost of living was very greatly lower than it is now. It considers that any difficulty which may be experienced in obtaining the necessary amount can be as nothing compared with the difficulties which the officials are subjected to in their efforts to live on quite inadequate pay. Moreover, a substantial increase would naturally tend to increase the efficiency of the official classes and therefore to swell the revenue, so that the change would be of advantage to the Government as well as to the officials themselves. On the other hand, the Nippon strongly opposes the proposal. It says that if the Government has a surplus it should employ it firstly in relieving the public in general by abolishing taxes, and it declares that the proposed Government scheme is opposed to the known Imperial wishes, as the Emperor has several times refused to consent to increases of the income of the Imperial Household Department, which is now at the same figure as it was twenty years ago, in order not to increase the public burden. An increase of official salaries at this time would, in the Nippon's opinion, be clearly opposed to this principle. There are the views of the Japanese press, the burden of opinion being in favour of the proposal to augment the official salaries. As a matter of fact, it is impossible to expect that the best men of the country will be content to serve the state for a pittance, when they can make a competence in other walks of life, without being hampered by the bonds of red-tape which are fast all Government departments the world over. Whether the idea is a really popular one in Japan we have no means of judging. Probably not, because it is seldom pleasant for the taxpayer to find that the Government official—that is to say, the petty officer who has to live from hand to mouth in the hope of a meagre pension—is likely to obtain an increase of salary. But the step is a wise one, even if the finances of the country are not established on the satisfactory basis which is aimed at by the economical Government in power. It is further stated that during the present fiscal year Y53,340,000 is to be paid into the sinking fund for redeeming the national loans, but the next fiscal year the Government will raise this sum to Y63,000,000 by making use of the surplus from the 1908-9 fiscal year, Y53,340,000 in all, and the natural increase of revenue. In this way the Government hopes to raise the prices of Japanese Bonds abroad, thus paying the way for the conversion of the foreign loans into loans at lower rates of interest. This conversion scheme is already under consideration, and it is believed that Mr. Minamichi, the Financial Commissioner abroad, who is expected at Tokyo on the 20th, will bring back a favourable report with regard to it. As to the so-called "three bad taxes," the official quoted pointed out that during the last fiscal year Y13,000,000 was obtained from the salt monopoly, Y20,000,000 from the textile fabric

consumption tax, and Y3,000,000 from the transit tax. Owing to the surplus and the natural increase of revenue, it would be possible without much difficulty to abolish these taxes, but the Government, although prepared to adjust taxation in so far as that will strengthen the foundations of the national finances, is not inclined to do away with the imposts in question, as they are regarded as comparatively satisfactory sources of revenue. The whole idea of the Japanese Government appears to be the strengthening of the country's finances before the question of abolishing the taxes brought into existence by the war is taken under consideration.

LOCAL AND GENERAL.

The bulk Maple Leaf was towed out of Quarry Bay Docks this morning.

Twenty-seven cases of plague have occurred at Yokohama since the outbreak.

The Japanese Legation Guards have lately been increased by one hundred men.

Rear-Admiral I. Teragaki, the Captain and officers, Imperial Japanese Third Squadron, will be "at home" on board H.I.J.M.S. Otowa to-morrow from 4 to 6 p.m.

The Prince Regent lately received H. E. Tang in audience and questioned him on the attitude of the Powers towards China. He also asked him his opinion of China's currency.

The driver of a Quarry Bay ricksha, otherwise known as the "double yellow," was fined \$2 in the Police Court, this morning, for plying his vehicle in town, which is prohibited. Policeman Picot prosecuted.

Inspector Gourlay summoned five shopkeepers to the Magistracy, this morning, for being in possession of scales which did not come up to the standard weight. Fines of \$50 each were imposed.

The Japanese Consul and the Chinese Taoist at Antung have concluded an agreement in the question of the recent forestry disturbance; consequently the Japanese policemen have been withdrawn from the upper Yalu.

On account of the disagreement between Commissioner Tang Shao-yi and Duke Tsai as to the adoption of a tael or dollar currency, the Prince Regent will shortly call a meeting of the different Ministries to discuss the question.

Tam Wa, a shop coolie, residing at 18, Tung Man Lane, with the sense of the artistic, stole three dozen picture postcards from a postcard shop in Queen's Road Central yesterday afternoon. He was arrested, and in the Police Court to-day was sentenced to a fortnight in goal.

A series of films are to be thrown on the screen for the next few nights at the Ko Shing Theatre in Queen's Road by the American Cinematograph Company. The pictures include the recent Chinese Imperial funeral. The first performance takes place to-night, commencing at eight o'clock.

As H. E. Tang Shao-yi, who was ordered to study the currency question in foreign countries, has returned to China, currency reform will soon be brought up for discussion. Duke Tsai Tsai, President of the Ministry of Finance, will strongly advocate the adoption of the dollar of seven mace two candareen denomination.

A proposition to build a floating bridge across the Huangpu to Pootung from the Chinese Bund was brought forward on Sunday last at the Public Welfare Society meeting in the Chinese city. The benefits to be derived from the bridge are set forth in the scheme. It is estimated that the construction with buildings at both ends would cost some 1 1/2 millions. The proposer believes that a Company might be formed to carry out the scheme.

It is stated that the Police Headquarters in the Inner City of Peking recently called the manager of the Kung Yuen Pao, a vernacular paper, to account for some inaccurate statement made in that journal, and treated him to a sound scolding. The Chinese Press determined not to submit to this kind of treatment without a fight, and last Friday a meeting was held at which it was decided to address a joint complaint to the Ministry of the Interior.

The Seattle Post-Intelligencer of the 16th ult. reports:—At the navy yard, Puget sound, the Great Northern liner Minnetonka was examined by the surveyors yesterday while workmen took out the broken port tail shaft, which snapped while the vessel was steaming from Yokohama to Seattle. The shaft is being removed through the vessel and a spare shaft will be installed without delay. It is expected that this work will not take more than two days, the broken shaft having been removed ready to go into service as soon as the new piece of steel is placed in position. A large crowd witnessed the Minnetonka enter the dock Tuesday afternoon.

The Yorodan tells a remarkable story to the effect that a marvellous invention has been made by a Japanese boy, aged 10, in the form of an airship which is in many respects far superior to the Wright aeroplane. For instance, it is claimed that the Japanese contrivance can rise vertically and descend with perfect ease. Moreover, its motor is remarkably light, and it does not wholly rely on the engine for its power to remain in the air. It has a length of 60 feet (Japanese) and a height of 12 feet, with an alleged speed of over 50 miles per hour, while its carrying capacity exceeds eight hundred pounds. It is said that the insignificant sum of Y4,000 is enough to make this airship. The boy inventor is called Yoshinobu Takakura, a student of the Industrial School at Tsukiji. He has been engaged on his invention three years. He has not yet got the machine patented owing to his lack of funds.

Dock Competition.

REPAIRING U. S. TRANSPORT.

SHANGHAI DOCK CO. LOWEST BIDDERS.

[From Our Own Correspondent.]

Manila, 13th July, 1909. After the long series of successes which the Hongkong and Whampoa Dock Co., Ltd., has scored over its Straits and China rivals, none, I feel sure, will grudge the success which appears fairly in the way of the Shanghai Dock and Engineering Co., Ltd., and it is to be the first over in the Shanghai bidders our Northern friends will have good cause for gratification after several maiden overs. Tenders were invited last month by the Chief Quartermaster of the Division for extensive repairs to the Army transport Warren and busy tongues talked of the job being one worth somewhere in the neighbourhood of two lakhs of dollars. As it happened these gossips knew whereof they were speaking and the extensive repairs and alterations to the big transporter specified by the Quartermaster's Department will involve an outlay of between one and a half and two hundred thousand dollars, in the currency of your Colony. Soon after detailed specifications were mailed to Hongkong, Shanghai and Singapore, representatives of the competing ship-repairing yards began to arrive and each proceeded to figure the estimates in the interest of his firm. Bids were due on the morning of the 10th inst., and in shipping circles as usual and at the offices of the agents here of Hongkong and Shanghai Dock Companies the air was astir on Saturday morning in anticipation of the announcement of the bids. Two tenders from Hongkong, two from Shanghai, and one from Singapore represented the keenness of the competition. The northern part was not to be outdone this time, if it was handicapped in the bids for the lighters and tugs by reason of its greater distance from the point of delivery. The prices quoted were all in United States currency, and I append the details of the respective bids. Although no award has been made—it is impossible in so short a time—the tenders have been taken under advisement. A recommendation has gone forth for the acceptance of the Shanghai Dock Co.'s proposal, which is the lowest. In detail they are as follows: Shanghai Dock and Engineering Co., Ltd., \$69,740 (gold); completion 12 weeks after delivery of the Warren at their docks. New Engineering and Shipbuilding Works (Shanghai), \$159,481 (gold); completion 51 months after delivery of vessel at Shanghai. Talkoo Dockyard and Engineering Co., of Hongkong, Ltd., \$90,184 (gold); completion eight months. This firm was represented locally by Messrs. Castle Bros-Wolf & Sons, Hongkong and Whampoa Dock Co., Ltd., represented by Messrs. Findlay & Co., \$88,366 (gold); completion nine weeks. Taioong Pagar Dock Board of Singapore \$202,500 (gold); completion six months. The Singapore Dockyard was hopelessly out of the running both in price and time. Those in a position to know hold to the opinion that the award for the contract will go to Shanghai. It is about time that that port got some of the plums from Manila, as it is a long while since they came in for our favours.

A SOLDIER'S SUICIDE.

SHOT HIMSELF WITH SENTRY'S RIFLE IN THE MOUTH.

An amazing story of the suicide of a British soldier in Murray Barracks at an early hour this morning was reported to the police at headquarters by the military authorities some time later. The act was as deliberate as it was intentional.

The facts which have been placed at our disposal go to show that about a quarter to six this morning, Private James Hardley, of The Buffs, stationed at Murray Barracks, left his quarters, with the evident intention of going for a walk. When he got as far as the western gate, Private Hardley approached the sentry, and said that the rifle he was carrying belonged to him. The sentry, the report goes, was not sure, so he handed the rifle over to Hardley for inspection. The latter took the weapon, and slipped a cartridge, which he had brought with him, into the magazine without the sentry noticing the act. Before anything could be done, Private Hardley placed the muzzle of the rifle into his mouth and pulled the trigger. The bullet entered the head, inflicting a serious wound, and passed through the back. Death was instantaneous. The motive for the soldier's action is not known. The funeral is expected to take place this afternoon. Deceased was about thirty-four years of age.

CLAIM FOR HOUSE RENT.

A JEWISH LADY AS PLAINTIFF.

A Jewish lady, Mrs. H. J. T. Raymond, brought an action in the Supreme Court, this morning, against the Kwong Sing Loong firm to recover the sum of \$22, alleged to be due for one month's rent for the ground floor of a house in Staunton Street. The manager of the defendant firm said that complainant had given him notice to quit the premises.

Mr. Justice Gompertz—Did you drive him out? Complainant—No. Or tell him to go?—No. Defendant—Didn't you complain to me of the broken condition of the floor tiles, and told me to go?—I did make a complaint. Didn't you say you would not have such tenants on your premises?—No. Didn't I ask for notice in writing and you refused?—No. And in consequence of that didn't I tell you I had shifted my business to the next house?—No. His Honour gave judgment in favour of complainant.

H.E. KO YU-HIM.

DINNER AT GOVERNMENT HOUSE.

H.E. Ko Yu-him was entertained to dinner at Government House last night. The following were invited to meet the distinguished official appointed to conduct the negotiations for the delimitation of Macao:—Mr. S. W. Tao, Mr. Chau Siu-ki, Mr. Kwok Yik-ting, Mr. Yung Him-ping, Mr. Li-hing, Mr. Chin U-lin, Mr. Li Yau-chun, Mr. Lau Yam-tsun, Mr. Leung Pui-chi, Mr. Ho Fook, Mr. Lau Chu Pak, Mr. Wai Yuk, Dr. Ho Kai, Mr. G. T. Lloyd, Mr. D. R. Law, Mr. Harris, Mr. E. C. Blanchflower, Mr. C. Clementi, Mr. P. N. H. Jones, Mr. W. J. Gresson, Mr. Murray Stewart, Mr. A. W. Brown, Sir Henry Berkeley, Commodore Lyon, Mr. R. O. Hutchison, Mr. P. J. Wodehouse, and Mr. A. G. M. Fletcher.

COOLIE SMUGGLING TRADE.

THE PUNISH JUDGE'S DECISION.

His Honour Mr. Justice Gompertz, presiding in the Summary Jurisdiction Court, this morning, gave his reserved decision in the case in which a trader named Yau Yuen, of 120, Queen's Road Central, sued one Tam Hui Wai and the Hop Wing Wing firm, of 5, Jubilee Street, to recover the sum of \$551, money due on a promissory note, dated 19th January, 1909, money alleged to have been paid down for the smuggling of coolies into American ports. His Lordship said:—I can state the facts of this case very shortly as follows:—The plaintiff sues to recover \$551, being balance due on a promissory note for \$731, which purports to have been given by the defendant in respect of money lent. The plaintiff gave in evidence very circumstantial details of the alleged loan transaction. The defence is, *inter alia*, that there was no money lent, but that the instrument was given to secure the payment of a balance owing in respect of contracts to take two Chinese into the United States of America. It is urged that this was an agreement for the performance of an act which involved the violation of the law of a friendly state, and was, therefore, an illegal, or at any rate, an invalid contract, unenforceable at law and in respect of which no liability could accrue. May I say at once that I do not accept the plaintiff's story, and that I do believe that of the defendant, at any rate with respect to the alleged consideration. I must then consider the adequacy of this defence.

This Court has, of course, no judicial knowledge of the law of a foreign country. But evidence was given by the gentleman in performing the duties of Consul-General of the United States in this Colony, which satisfied me that under the Statute dealing with immigration into the United States of America, Chinese, with the exception of members of certain special classes, are forbidden to enter the country.

Breach of the law is punishable with fine and imprisonment. Now, on the evidence, I find that the men in respect of whom these agreements were entered into were not members of any exempted class; that they could only enter the United States in breach of the provisions of Immigration Law, and that it was fully understood by all parties to the agreement that this was the case.

I am led to this conclusion by, *inter alia*, the language of the documents which were put in, and by the very high price, \$1,550 a head to be paid for passage money for men who were not going first class. Are then these contracts either illegal or invalid by the law of this Colony? Now, the contract were entered into in Hongkong. Payment was to be made partly in America. The performance of the contract by the plaintiff took place in America when the emigrants were landed there.

There is, of course, nothing in our law to forbid Chinese landing in America or anywhere else. It seems quite clear, therefore, that these contracts are not illegal by the law of Hongkong. Are they then invalid? Now, the law on the subject is enunciated by Mr. Dicey—Conflict of Laws, page 553, rule 148, as follows:—"The essential validity of a contract is, subject to the exceptions hereinafter mentioned, governed indirectly by the proper law of the contract."

I will assume that the proper law here is the law of Hongkong. Mr. Dicey next gives certain exceptions to the general rule formulated above. The third exception is as follows:—"A contract, whether lawful by its proper law or not, is in general invalid in so far as (1) the performance of it is unlawful by the law of the country where the contract is to be performed (*lex loci solutionis*); or (2) the contract forms part of a transaction which is unlawful by the law of the country where the transaction is to take place." It is suggested by the learned author that probably this exception does not apply to any contract made with a view to the violation of the revenue laws of a country not forming part of the British Dominions.

But this suggestion need not be considered here, as it is perfectly clear that the laws of the United States with regard to the immigration of Chinese are not in any sense revenue laws. Now, the contract being to land persons in a country where the laws of that country forbid them to be landed, it seems clear that the case falls within Mr. Dicey's third exception, and that this is an invalid contract in Hongkong.

That is to say, that the law cannot be invoked to enforce it, nor, on the other hand, could damages be claimed in our Courts for a breach of it. Similarly, although one party has performed his part, he cannot sue to recover the consideration agreed to be paid. There is no obligation which the law will recognise, and no consideration to found liability; no consideration, therefore, for the instrument sued on. I must give judgment for the first defendant with costs.

Mr. F. X. d'Almeida Castro, of Messrs. d'Almeida and Smith, represented the plaintiff. Mr. E. Davidson, of Messrs. Hastings and Hastings, defended.

BAD WEATHER AND CRIME.

A DULL DAY AT THE MAGISTRACY.

Business at the Police Court to-day was at a standstill—a sort of "trade depression" as it were, if it is necessary to quote remarks made by Chairman of local companies during the past couple of years. There can be no disputing the fact that the unsettled state of the weather of yesterday was greatly responsible for the "depression" in crime to-day. Not to our knowledge has the Magistracy assumed such a dull appearance as it did this morning. Instead of the customary crowd, assembled inside and out of the court-rooms, and the din which usually follows such a mob, there was a dead silence, which to the initiated showed that there was "nothing doing." Inquiries were promptly made, with the result that information was received which was astonishing:—"There is only one case during the past twenty-four hours," our representative was told. It is not suggested for a moment that crime is on the decrease in the Colony—not for an instant. The rain storms have kept all the undesirable at home; and it might be said, let the rain storms continue, if they can assist in putting down crime in this little island home of ours.

HONGKONG WATER POLO SHIELD COMPETITION.

SECOND ROUND.

A couple of very good games of water polo were witnessed at the Victoria Recreation Club's enclosure yesterday, when the Lusitano Recreation Club met the Victoria Recreation Club, and the Royal Engineers tried conclusions with the 88th Coy. Royal Garrison Artillery.

The first match between the Lusitanos and the V.R.C. was very fast, and although the latter team netted the leather thrice in the first spell and five times in the second, the Lusitanos must be credited with having played a very plucky defensive game all through, sticking to their powerful antagonists well and the goalkeeper clearing many a dangerous shot (time after time). From the score, 3 goals to nil, one would imagine that the V.R.C. players had matters all their own way, but this was not the case, as their opponents gave them a very tough game from start to finish. The players were:—V.R.C.—L. E. Lammert (Capt.), A. H. Carroll, A. E. Alves, A. V. Barros, J. M. Rosa Pereira, P. M. Remedios and F. K. Tals. (R.C.A.—J. V. Ribeiro (Capt.), F. M. Rza Pereira, F. L. Rosa, J. M. C. Lopes, C. A. Rodrigues, R. A. Carvalho and C. M. S. Alves.

The second match between the two Military Teams, although not so fast, was good, as the teams were very well matched and after a considerable amount of hard play the Engineers scored, Hayward netting for them from a corner throw, the result being one goal to nil in favour of the R.E.'s at all of half time. Coxon scored again soon after recommencement of play, adding another minute later, but still the Artillerymen kept to their men and before the call of the whistle for time, Gunner Snow placed the leather safely, the score standing at 3 goals to 1 in favour of the Engineers.

The Military teams comprised:—Royal Engineers:—Coxon, McCroly, Holmes, Marshall, Goodyear, Hayward and Barton. 88th Coy. R.G.A.:—Snow, Beattie, Thomas, West, Hardy, Debenham, and McArthur.

The match between the Buffs and the 83rd Coy. R.G.A. has been postponed to Saturday, commencing at 4 p.m. The first match in the 3rd Round between the Lusitano Recreation Club and the Royal Engineers takes place on Sunday next at 6 p.m. and on Tuesday at 5.30 p.m. the B.O.C. will meet the 87th Coy. Royal Garrison Artillery.

LEAGUE TABLE.

Played. Won. Lost. Drawn. Points.

C. V. C.	2	2	0	0	4
V. R. C.	2	2	0	0	4
Buffs.	1	1	0	0	2
R. E.	1	1	0	0	2
L. R. C.	2	1	1	0	2
B. O. C.	1	0	1	0	0
83rd Coy. R.G.A.	1	0	1	0	0
87th Coy. R.G.A.	2	0	2	0	0
88th Coy. R.G.A.	2	0	2	0	0

THE MAKING OF TYPHOONS.

A REASONABLE TOPIC.

Appropos of the recording of the first typhoon of the season (somewhere near Hainan) *The Union* gives an interesting account of how a typhoon is formed.

It begins in a very small way. The day is exceedingly hot, and the atmosphere growing heated, expands and rises. As this hot column of air rises, colder air rushes in on all sides to take its place and as the heated air continues to ascend, it cools and then presses down on the air under it, forcing the latter to rush in more rapidly to take the place of the recently ascended hot air. The ascending column of air, being acted upon by the sun's rays, increases its velocity and circumference, and, in a short time, it is several miles in diameter, and rushes upwards at increased speed. Then the in-rushing air commences to revolve, and the diameter keeps on increasing till the rotary motion extends perhaps a thousand or more miles in circumference.

At first the commotion has been almost stationary. Now it attains two motions, one round its axis and the other along a curve in which the typhoon commits great havoc. So long as there is no obstacle in the way, the course of the typhoon is pretty regular, but when it reaches land, it is liable to be deflected or broken up, though a mariner knows that when he faces the wind in his locality the centre of the typhoon is then, eight points or so on his right, though in the Southern hemisphere it is on his left. In the centre of the typhoon there is a perfect calm, but the wind increases further out. Further out still, it will not be so bad.

An instrument called a barocyclometer has been invented which admirably serves the purpose, for, by its aid, the accurate position and direction of the typhoon can be found.

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 16, 1909.

OFFICIAL SALARIES IN JAPAN.

According to a semi-official statement which appears in the Japanese vernacular papers it is proposed by the Government to increase the salaries of official employees. That this is a step in advance which will have the effect of maintaining the efficiency of the Government departments cannot be gainsaid, for to those who are accustomed to reckon the salaries of Government servants from a European point of view, Japan is not over liberal in compensating her workers. For example, it is well known that the judiciary is not paid on anything like the scale prevailing in other countries, a fact which has been regarded with dubious eyes by foreign litigants. It is true that the emoluments of the Japanese bench have recently been increased, but they are still far below the minimum received by judges in other countries, and so far as we can ascertain, entirely inadequate for the serious and laborious work which has to be dealt with by the courts of justice in Japan. The object in paying

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MACAO'S DELIMITATION

PRINCE REGENT'S CONCERN.

[By courtesy of the "Sheung Po"]

Peking, 15th July.

The Prince Regent takes a keen interest in the matter of the delimitation of the boundaries of Macao.

Yesterday His Imperial Highness ordered the Grand Councillors to direct Commissioner Ko Yu-hin to report by telegram from day to day regarding the progress of the Conference.

CANTON VICEROYALTY.

INSTRUCTIONS TO YUAN SHU-FUN.

[By courtesy of the "Sheung Po"]

Peking, 15th July.

The Grand Council has wired to H.E. Yuan Shu-fun, Viceroy designate of the two Kwang, to proceed to Canton without delay.

TUNGKUAN SHAN MINES.

WAIWUPU HARRASSMENT.

[By courtesy of the "Sheung Po"]

Peking, 15th July.

In view of numerous criticisms by the people, the Waiwupu is exercising its best endeavours with a view of getting back the Tungkuanshan Mining Concession.

YUAN SHU-KAI.

AND THE CHINESE MUDDLE.

[By courtesy of the "Sheung Po"]

Peking, 15th July.

Acting Viceroy Na Tung has submitted a memorial to the Throne urging that Yuan Shu-kai be ordered back to Tientsin to settle the financial muddle of the Province.

THE PEKIN SYNDICATE.

SUGGESTION FOR OFFICIALS' DISMISSAL.

[By courtesy of the "Sheung Po"]

Honan, 15th July.

The Governor of Honan Province has memorialised the Throne suggesting the dismissal of Young King-shun as the official who signed the mining agreement with a certain Company (The Pekin Syndicate) without authority.

CHINA'S BRILLIANT FUTURE.

POLITICAL AND COMMERCIAL DIGNITY.

THE INFLUENCE OF REFORM.

Glowing accounts are given by Mr. Tong Chai Chih, the editor of the *Tung Wah Times*, of Sydney, of the future prospects of China. Mr. Tong has been on a holiday tour in the East for the past nine months, and returned to Sydney yesterday morning last month. In the course of a chat with a representative of the *Daily Telegraph*, he contrasted the present condition of his native country with what it was ten years ago when he was exiled on account of his attitude in the cause of reform. His two brothers suffered at the hands of the executioner for the part they took in the same movement. He embargo on Mr. Tong has now been removed and he is once more a free citizen of the land of his nativity.

The progress of China was described as being most satisfactory, and the country generally was prospering. "The people of our vast Empire," Mr. Tong said, "are now being knit together, and there is everywhere a devotion to progress in all departments. What struck me most forcibly was the spirit of patriotism. The children in all the schools are being instructed in the principles of love for their native land." Mr. Tong was present at the breaking-up of one of the schools in Shanghai, when Viceroy Tuan Fang delivered an address to the pupils, in the course of which he said that the degree of advancement of the civilisation of every country was measured by the plenteousness or scarcity of its educational institutions. All countries regarded the student as the future pillar of the State. Education was the only road to the safety of their hoary Empire.

Regarding political matters in China, Mr. Tong said they were totally different to what they were ten years ago. A decade back the people were divided between the Emperor Kwang Hsu and the Empress Dowager. Now the nation was governed by a set of officials whose sincerity for its progress was genuine. The Prince Regent was an able and intelligent man, had shown himself capable of taking a strong line of action, and with reform and progress as his objectives his presence at the helm at this particular juncture should be of incalculable good to China.

The Prince Regent's determination to sweep away all the forms of maladministration which have been the curse of China for many years is generally applauded. Prince Chun spends three hours going through the newspapers every evening, and carefully notes any references to misgovernment, with a view to taking action. The self-governing societies of China were doing an immense amount of good by arousing the people to a sense of duty, demanding that they must at all times resist any attack which they believed to be derogatory to the national rights of the Empire.

AN ABSENT DEFENDANT.

ACTION AGAINST ST. E. G. JORDAN ADJOURNED.

The claim to recover the sum of \$1,000 brought by Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, against E. G. Jordan, late secretary of the Phoenix Club, for three months' rent of "Parkside", a house at Kowloon, and the use of a telephone, was mentioned in the Supreme Court this morning.

When the case was called, Mr. Goldring said that the defendant had left the Colony.

Mr. E. Davidson (for the defence) denied that Jordan was not in Hongkong.

Mr. Goldring—Everybody knows he has gone away.

Mr. Davidson asked for a day to be fixed for the hearing of the case.

Mr. Justice Gompertz remarked that the case was an old one. If the defendant was in the Colony he would fix a day.

Mr. Goldring reiterated that defendant was not in the Colony.

Mr. Davidson stated that he was not aware that defendant had left Hongkong.

Mr. Justice Gompertz—Is the man in Court? Mr. Davidson—No, he is not here.

Mr. Goldring would not consent to a day being fixed for the hearing of the case.

Mr. Davidson—My client has been in hospital for a long time.

Mr. Goldring—He has been out a month now.

Mr. Davidson said that he did not get any instructions from defendant.

Mr. Justice Gompertz—Why not? Mr. Davidson was understood to say that he had not seen defendant since he left the hospital.

Mr. Justice Gompertz—I will fix the case for to-morrow morning, and you must get the defendant to be here.

Mr. Davidson said that if the defendant had left the Colony he has only done so temporarily.

Mr. Gompertz—Is his business such as to take him out of the Colony? You can tell me to-morrow if he is away.

Mr. Davidson—I think it is for my friend to prove that.

Mr. Goldring said he could swear as many affidavits as his friend liked on the matter. The defendant, he said, left for Shanghai by the *Nippon Maru* on Saturday last.

Mr. Davidson—If my client was here I would ask your Lordship to fix a day.

Mr. Gompertz said that if the defendant was not in the Colony he would also fix a day for the hearing. If Mr. Davidson found that his client was back he was to inform Mr. Goldring, and the case would be set for the following week.

ATTACK ON A LION.

REMARKABLE SCENE IN AN OSAKA MENAGERIE.

A specimen of the king of beasts in the Zoo at the Osaka Museum has become the innocent victim of a brutal sightseer, who attacked the animal with a sword on the 7th instant. The man entered the Osaka Museum at Hamachi-bashi, Osaka, without a ticket, and was stopped by a ticket collector. The man stared insolently in the face of the ticket collector for a moment, but finally bought the ticket and made his way inside. After making a round of the various exhibits he arrived at the menagerie and stopped in front of the lion's cage. The weather being cloudy, threatening rain, there were no other visitors, and the lion was quietly sleeping. The man, looking at the animal for a moment and shouting at the top of his voice "Kono bakayari!" ("Damn fool!"), raised his sword stick as though to strike the lion. The lion thereupon awoke and on seeing the man standing outside the cage threatening to attack him, rose up and roared. On this the man shook his sword-stick again. This infuriated the animal, which, roared still louder, and extending its paw attempted to grasp the sword-stick. In the struggle the stick was broken and the sword blade was exposed. The lion then bit the lion's mouth, inflicting a serious wound, whence the blood poured profusely. Despite the injury the lion continued to bite the sword and at last broke it into two. Meanwhile the keeper and others belonging to the museum appeared and seized the man, handing him over to the police officers on duty in the museum, who conducted him to the Eastern Police Station, where he was examined. He proved to be a native of Hsuikyo-mura, Kochi prefecture, named Chikami Takeshi, aged 25. He was paying a visit to Osaka, having landed at Ajikawa on the same morning. He was sober and said he had attacked the lion merely for fun. The injuries to the lion are said to be serious, and their treatment presents considerable difficulty. *Japan Chronicle*.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 16th at 12.15 p.m.—Yesterday afternoon the typhoon was approaching Haiphong. The return from thence for this morning has not been received.

The barometer has risen quickly in the neighbourhood of Hongkong, and a moderate rise has taken place also over N. Luzon, and Formosa.

The high pressure area is central over S.W. Japan, and the normal is exceeded considerably along the China coast, except in the extreme West.

Light or moderate E. and S.E. winds may be expected in the Formosa Channel, and decreasing S.E. winds along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.73 inches.

FORECAST.

Hongkong and Neighbourhood, S.E. and E. winds, fresh to moderate; fair.

Formosa Channel, S.E. and E. winds, light; S. coast of China between Hongkong and Loochoos, same as No. 1.

South coast of China between Hongkong and Hainan, S.E. winds, strong.

CANTON DAY BY DAY.

AN OFFICIAL'S SORROW.

[From Our Own Correspondent.]

Canton, 15th July.

Li Pui Yuen, an Expectant Magistrate of this city, has long been addicted to the opium habit. He has lately been several times ordered to rid himself of the habit but has failed to do so. Feeling annoyed with his incapacity to eradicate the habit and his disregard of the anti-opium regulations, H.E. Chang Jen Chun has asked the Imperial Government to cashier the obdurate official.

CLAN FIGHT.

A clan fight of a serious nature is now in full pitch in a place called Sai Chiu, in the district of Namhoi, between the people of the clan Ho and Mak. The cause that has led to the rupture is reported to be the alleged attempt of a member of the latter clan to sell dead cattle in a certain market place. The local officials have sent troops to the scene of the disturbance to restore order.

GAMBLING DEN RAIDED.

On being informed that a private gambling den was being run in Fong Tsau, the Pan Yu Magistrate yesterday sent officials to raid the premises. The place has now been closed up.

SILK CROP DAMAGED.

Owing to the heavy rainfall, the 3rd silk crop in Fatsan has been considerably damaged. As a result of this, mulberry leaves are now sold at about \$2.20 a picul.

PRINCE TSAI CHEN IN TOKYO.

COUNT KOMURA ON JAPAN-CHINA RELATIONS.

In proposing the toast of Prince Tsai Chen at a dinner given in his honour on Monday evening, the 5th instant, in Tokyo, Count Komura, Minister of Foreign Affairs, said that the Prince's present visit to Japan, in compliance with the command of His Majesty the Emperor of China, was highly appreciated by the Japanese Imperial House and the Government and people generally. Japan and China were very closely connected politically and economically, and it was of primary importance to maintain friendly relations between the two countries. This was needed also for the maintenance of peace in the Orient. The Japanese Government and people generally aspired to see the friendship existing between China and Japan increase in cordiality, and were doing their utmost for the purpose. This aspiration was doubly so reciprocated by the Chinese Government and people generally, and it was to be earnestly hoped that the aspiration of the two countries would be realised in fact. On learning of the projected visit to this country of Prince Tsai Chen, the Japanese Government and people wished to accord him a great public reception; and were much disappointed to learn that the Prince was precluded from accepting the distinction, on account of the mourning for the late Emperor and Empress Dowager of China. The Japanese Government and people hoped that an opportunity would soon arrive for another visit of Prince Tsai, when he would be able to accept the tokens of the best wishes of the Japanese nation.

In reply Prince Tsai Chen thanked Count Komura for the honour done him and said he was much gratified to see the people and school children welcome him along the route from Shimonoosaki to Tokyo, while Masters of Ceremony in the Imperial House were specially sent to meet him. In Tokyo he had had visits from the Princes of the Imperial family and other dignitaries. The Prince regretted that he was compelled to decline the invitations to receptions prepared in his honour owing to the circumstances mentioned and the Japanese officials and people, who were well aware of Chinese customs, would not take his refusal amiss. He reciprocated the wishes for the increase of friendship between the two countries, and wished long life to His Majesty the Emperor of Japan and health and happiness to all the Ministers of State.

RATS AND PLAGUE.

THE RAT FLEA EXONERATED.

Almost universal credit has been given to the statement that plague is spread by the agency of the rat, or rather, by the flea which accompanies the rat. This and other conclusions with regard to this mysterious disease would not appear to be borne out by the latest investigations. According to a London paper, the tendency of recent work in plague investigation is to call in question the conclusions of the Plague Commission. The theories of the Commission may be summed up in the two propositions that the rat flea is the chief or sole agent by which plague is communicated to man, and that the non-epidemic season is bridged over by acute rat plague. Both these conclusions appear to conflict with the outcome of the latest research. In the first place, Dr. Hisscock, one of the Calcutta plague officers, has shown to the satisfaction of Sir Patrick Manson and others that the rat flea cannot be proved to play the part assigned to it. The assumption is that it will readily bite man. The actual fact, as demonstrated by a series of experiments, is that rat fleas display little inclination for human blood. Attempts to induce them, by starvation and otherwise, to attack human victims have signally failed. As for the second theory of Plague Commission to a recently issued report, Major Browning-Smith, Chief Plague Medical Officer of the Punjab, states that the facts are in absolute opposition to the view that "the non-epidemic season is bridged over by acute rat plague." Nor is this all. The Plague Commission were inclined to regard certain species of rats as principally responsible for the diffusion of plague. The whole question of the classification of rats has, however, been put in the melting-pot by the latest investigations of Captain Lloyd. The conclusion to which he had come is that practically every house or group of houses has its own race of rats, marked out by some slight peculiarity from the other rats around them.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

Business has again been dull during the week under review, and no changes of any importance are to be recorded, with the exception of a slight decline in Hongkong and Shanghai Banks.

The Hongkong Rope Manufacturing Co., Ltd., have declared an interim dividend of \$1 per share for the six months ending 30th June, 1909, payable on the 30th inst. The transfer books of the Company will be closed to-morrow.

Banks.—Hongkong & Shanghai Banks have had a further set back owing to the market in London having weakened, and business has been done here as low as \$90. At the close there are buyers at \$98. The London rate is \$93. It is officially announced that subject to audit the Directors of this Corporation will recommend at the forthcoming half-yearly meeting of shareholders, the payment of a dividend of \$2 per share, add to Reserve Fund, \$750,000, and carry forward about \$1,000,000. Nationals can be placed at \$54.

Marine Insurances.—Cantons continue quiet and neglected at \$195. North China have strengthened considerably and are now quoted at \$114. A small lot of Unions have been placed at \$82.25 closing firm. Yangtzes are quoted at \$35 in Shanghai.

Fire Insurances.—China Fires have been sold during the early part of the week at \$115, and are now wanted at \$116. Hongkong Fires are in demand at \$347.

Shipping.—China and Manilla and Douglas continue neglected at quotations. Hongkong, Canton and Macao Steamboats have improved to \$3.25 at which rate buyers prevail. It is officially announced that subject to audit the Directors of this Company will recommend the following appropriation of profits at the half-yearly meeting of shareholders to be held on the 10th prox. To pay a dividend of \$1.25 per share, absorbing \$100,000; write off book values of steamers, wharves, and properties, \$30,000; Transfer to Depreciation and Insurance Fund \$5,000; Transfer to special Repairs Fund \$10,000 and carry forward to new account \$21,170 01. Indo-China are quiet and offering at \$65, locally. The Shanghai quotation is 11s. 50 and London quotes \$3.15 for the preferred and \$2 for the deferred shares. Shell Transports have been in good demand, and with a strong market in London, there has been a great improvement in the price. Shares have changed hands at 7 1/2 and 7 3/4, closing with more inquiries.

Refineries.—China Sugars have been sold at \$140 and \$137 and at the latter rate more are wanted. Luzons are steady at \$15. Parak Sugars are on offer at \$25.

Mining.—Chinese Loggings have risen to \$12 1/2 with buyers. There are sellers of Raub at \$24 without inducing buyers.

Docks, Wharves and Godowns.—Kowloon Wharfs have not been offering during the week and could probably be placed at \$15. 57. Whampoa Docks are steady at \$67 after sales. Shanghai Docks, after declining to \$15. 75, have buyers at \$15. 77. Hongkew Wharfs have been sold in the north at the reduced rate of \$15. 15.

Land, Hotels and Buildings.—Hongkong Hotels are firmer and inquired for at \$70 for the old shares, ex new issue, and \$42 for the new shares. Sales of Humphreys Estates have been effected at \$9 and more are wanted. Hongkong Lands have been sold, and have further sellers at \$108.

Cotton Mills.—Hongkong Cottons are procurable at \$14. Ewos have changed hands at \$13. 15. According to latest mail advices to hand changes in other Northern Mills are as follows:—Internationals \$12. 92 buyers, Lau Kung Mows, \$12. 121 buyers and Sycches, \$12. 400 buyers.

Miscellaneous.—China Borneos were sold at \$13 1/2 and are now wanted at \$13 1/2. China Light and Powers, after sales at \$7, are obtainable at 16.90. The sale of the Canton property of this Company has now been completed, and the General Managers have redeemed the debentures at par, namely \$100 each. China Providents have changed hands at \$9.60 and Hongkong Ropes at \$25. Langkats are offering at the reduced rate of \$15. 1,000. Sumatras have declined to \$12. 168 at which rate they are on offer.

Exchange.—The Banks selling rate on London is 1/8 15.16 on demand. The T. T. rate on Shanghai is 74.

Dividends Payable.—Hongkong Ropes—Interim of \$1 for s/c 1909 payable on the 20th inst. Hongkong, Canton, and Macao Steamboats—Interim of \$2 for s/c 1909, payable on the 10th prox. Hongkong and Shanghai Banks, half-yearly dividend of \$2 per share.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for forward Settlements:—

July Settlement 30th July.

August " 30th August.

September " 29th September.

October " 29th October.

November " 29th November.

December " 29th December.

ON the approaching departure from Japan of Mr. and Mrs. A. Colligo, the members of the Portuguese community and their families gathered at the residence of Mr. P. F. de Silva, on Sunday, 3rd inst., says the *Jogos Herald*, and presented to their much esteemed friends and old members of the community an address, accompanied with a handsome souvenir as a demonstration of their sympathy and goodwill.

Mr. and Mrs. Colligo came to Japan in the early eighties and Mr. Colligo has been connected with the Union Insurance Society of Canton for over 25 years. He is leaving Japan to enjoy a much deserved retirement in Shanghai.

OSAKA SHOSEN KAISHA.

REPORT FOR THE HALF-YEAR.

Japanese papers publish the text of the business report which is to be submitted at the half-yearly general meeting of the Osaka Shosen Kaisha which is to be held in Osaka on the 22nd inst. We (*Kobe Herald*) append a translation:—

Although business circles in general have shown a revival of activity during the past half-year, shipping has not yet turned over a new leaf, the inertia resulting from the recent business depression being still very strong. Owing to the fact that Manchurian beans have found markets in Europe, foreign steamers from Europe have been enabled to get return cargoes, with the result that they have not, as formerly, carried much coal to Hongkong and Singapore. The shipping trade between China and Japan and those places has consequently been benefited largely. The freightage on coal consigned to home ports has also risen, causing a tendency to rise also on the part of the rates on cargo in general. In other respects, however, there has been little improvement. In regard to the domestic services, owing to the favourable rice harvest of last year, there were increases in both the passengers and cargo carried, but, unfortunately, there was severe competition in the Inland Sea and the Kii direction, so that a reduction of the freight charges became inevitable. Consequently the profits from these services were less than in the corresponding period of last year, although they were somewhat greater than in the last half. A fair profit was secured from the lines going to or touching at the Loochoos, Keelung (Formosa), the San-in district, Shimonoosaki, Kago-shima, Kochi, Tokushima, and Atsura. The result of the services between Osaka and the Loochoos and Oshima, was very good, this being attributable to an increase in the cargoes of sugar since April owing to the lowering of the tax. The Kaisha had to put extra vessels on that line and the profits were about double those previously obtained.

As to the Formosan service, thanks to the good harvest of sugar canes in the South of the island and an increase in the output of sugar and rice in the island, the steamers on that line have obtained fairly large cargoes, and the Kaisha consequently secured a profit greater than was expected. Furthermore the development of the island, which is making rapid progress every year, is constantly increasing the demand for goods from Japan.

In consequence of the dulness of Japan's trade with Corea and the establishment of railways, the service on the western coast of Corea produced rather unfavourable results, but the steamers playing on the North-eastern coast did fairly well with both passengers and cargo. The steamers going to Tairen did not get much cargo on the outward voyage, but secured full cargoes for the return journey owing to the good harvest of beans in Manchuria. As, however, the freight charges have been very low, the profit was not great.

Owing to the long continued business depression in North China, the steamers on the Tientsin line did not find much cargo, with the result that the business on that service was very poor.

As the fall of silver and the Chinese boycott of Japanese steamers has not yet come to an end, both the quantity of cargo and the number of passengers on the South China service were small. The advent of the tea export season has benefited the steamers to some extent, but the profits were not greater than in the corresponding period of last year.

With regard to the services in the Japan Sea, the steamers running between Tsuruga and Vladivostok were much affected by the abolition of the Free Port system at the latter port, but the worst was over by the end of April. The export of onions and some other vegetables commenced at the beginning of May, while the number of passengers did not decrease during the term, with the result that the profits realised were not less than at the end of the corresponding period of last year. Owing, however, to the bad fruit harvest in the Hokkaido, the result of the coastal service to Vladivostok was not so favourable as in the corresponding period of 1908.

Under the orders of the Saghalien Government, a Saghalien service was opened in May, but owing to the shortness of the time since its establishment nothing can yet be said for certain as to the results.

The business done under the contracts entered into with the Railway Board was not good, there not yet having been time for it to properly develop.

The Kaisha has entered into a contract concerning through traffic with the Russian railway at home and in Siberia, but it has not as yet been carried out.

The new American service has only just been inaugurated by the *Tacoma Maru*, but it is not too much to say that it will add a new page to the history of Japanese shipping.

To sum up, more favourable prospects were apparent in the domestic services during the past term, but it is still very early to take an optimistic view. For a really prosperous period, we must wait until financial circles in general have fully revived their activity. A curtailment of expenditure was continued during the term but the Kaisha must be said to be fortunate in being able, at this hard time, to submit accounts such as those which the shareholders are asked to adopt.

During the term, the Kaisha employed 120 steamers, aggregating 146,598 tons, on its domestic and foreign lines, which are now 44 in number, and carried 1,014,567 passengers and 14,717,675 lots of goods, securing a gross profit of ¥4,826,865. When other items are added, the total profit reach ¥6,055,261. As compared with the previous half, these figures show an increase of 78,930 in the number of passengers, of 463,745 in the lots of goods; of ¥155,546 in the profit from passengers and cargo, and of ¥1,004,040 in the total profits. The latter were greater by ¥48,075 than those of the corresponding period of last year. It is stated that the dividend recommended will be at the rate of 6 per cent per annum.

Intimations.

THE DAIRY FARM CO., LIMITED.

Fine Salted Australian PIGS' TROTTERS.

96 Cents a Dozen.

Hongkong, 14th June, 1909.

1380

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND

REFRESHING

SUMMER

BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & Co.

H. PRICE & Co.

A. S. WATSON & Co., Ltd.

VICTORIA DISPENSARY.

WATKINS, Ltd.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

(47)

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & CO., General Managers. Hongkong, 19th March, 1908. (14)

PEK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec:
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec,
"EMPRESS OF INDIA".....	ALLAN LINE.....
SATURDAY, JULY 24TH.	FRIDAY, AUG. 20TH.
"EMPRESS OF JAPAN".....	"EMPRESS OF BRITAIN".....
SATURDAY, AUG. 14TH.	FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA".....	"ALLAN LINE".....
SATURDAY, SEPT. 4TH.	FRIDAY, OCT. 1ST.
"MONTEAGLE".....	
SATURDAY, SEPT. 18TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle".....

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and, on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (included: Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....

Via New York.....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADY, J.K., General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	YUENSANG	SATURDAY, 17th July, 4 P.M.
SAIGON	HOPANG	SATURDAY, 17th July, 4 P.M.
SPRE, SAMARANG & SOERABAYA	ONSANG	SATURDAY, 17th July, 4 P.M.
SHANGHAI	HANGSANG	TUESDAY, 20th July, Noon
TIENSIN, WEIHAWEI & C'FOO	CHEONGSHING	TUESDAY, 20th July, 4 P.M.
SANDAKAN	LAUSANG	THURSDAY, 22nd July, Noon
MANILA	MAUSANG	FRIDAY, 23rd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	KUTSANG	FRIDAY, 30th July, Noon
SAIGON, PENANG & CALCUTTA	NAMSANG	TUESDAY, 3rd Aug., Noon

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kaitang*, *Kowang* and *Kookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Gheloo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61,
Hongkong, 16th July, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

NEWCHWANG, NINGPO & SHANGHAI.....

SHANGHAI, ZAMBANGA and USUAL.....

MANILA, AUSTRALIAN PORTS.....

SHANGHAI, PAKHOI & HAIPHONG.....

SHANGHAI, OBU & ILOILO.....

SHANGHAI, MANILA.....

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chinhu*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

AGENTS.

Telephone No. 10,
Hongkong, 16th July, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU 5,000 tons gross Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU 5,000 " " 26th Oct., 1909, at Noon.
S.S. MANSU MARU 5,000 " " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 28th June, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO-	"FITZPATRICK".....	4,416	SATURDAY, 31st July.
HAMA	"SEATTLE MARU".....	6,178	" 28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI	"DAIGI MARU".....	SUNDAY, 18th July, at 10 A.M.
ANPING & SWATOW & AMOY	"SOSHIU MARU".....	WEDNESDAY, 21st July, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"BUJUN MARU".....	THURSDAY, 22nd July, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th July, 1909.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. LONDON, KAWACHI MARU, Capt. H. Petersen, Tons 6500, WEDNESDAY, 21st July, at Daylight.

MARSEILLES, LONDON, AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID, SANUKI MARU, Capt. K. Homma, Tons 6500, WEDNESDAY, 4th Aug., at Daylight.

VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, KAIKI, SHIMIDZU AND YOKOHAMA, KAGA MARU, Capt. M. Hagino, Tons 6500, TUESDAY, 17th Aug., at 4 P.M.

SYDNEY AND MELBOURNE, Via MANILA, THURSDAY, YAWATA MARU, Capt. T. Sekine, Tons 5000, FRIDAY, 6th Aug., at Noon.

ISLAND, TOWNSVILLE, NIKKO MARU, Capt. M. Yagi, Tons 6000, FRIDAY, 3rd Sept., at Noon.

AND BRISBANE, INABA MARU, Capt. R. Takeda, Tons 6500, FRIDAY, 23rd July, at 5 P.M.

KOBE AND YOKOHAMA, NIKKO MARU, Capt. M. Yagi, Tons 6000, WEDNESDAY, 4th Aug., at Noon.

NAGASAKI, KOBE and YOKOHAMA, ATSUTA MARU, Capt. Wm. Thompson, Tons 9000, FRIDAY, 30th July, at 5 P.M.

NAGASAKI, MOJI, KOBE and YOKOHAMA, CEYLON MARU, Capt. Fred. Pynes, Tons 6000, MONDAY, 26th July.

BOMBAY, VIA SINGAPORE, AND COLOMBO, Capt. Fred. Pynes, Tons 6000, July.

Extra Passenger Service New Steamers—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru (Capt. F. L. Sommer).....About Wednesday, 28th July.

Mishima Maru (Capt. A. E. Moses).....About Wednesday, 25th August.

Atsuta Maru (Capt. W. Thompson).....About Wednesday, 22nd September.

Miyasaki Maru (Capt. W. Bainbridge).....About Wednesday, 20th October.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....\$120.....\$110.....\$100.....\$90.....\$80.....\$70.....\$60.....\$50.....\$40.....\$30.....\$20.....\$10.....\$0

2nd ".....\$80.....\$70.....\$60.....\$50.....\$40.....\$30.....\$20.....\$10.....\$0

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager.

(157-415) Hongkong, 16th July, 1909.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 24th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arctica*, due in London on 1st September, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th July, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Timor, Port Darwin, Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Pongkong, 29th June, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also to the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
"Kumari".....	6,232	J. Mathes	20th July
"Aymara".....	4,303	J. Royd	26th Aug.
"Buenos".....	6,232	S. Shotton	23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Building,
Hongkong, 12th July, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK (With liberty to call at the Malabar Coast).

THE Steamship "WELSH PRINCE"

will be despatched for the above Ports on TUESDAY, the 10th August, 1909.

For Freight and Passage, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 30th June, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship "SEGURA"

Captain Hayes, will be despatched as above on or about 24th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. Fare to London £35.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 16th July, 1909.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CAMBODIA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "JAPAN."

Capt. J. G. Ollent, will be despatched for the above Ports TO-MORROW, the 17th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 15th July, 1909.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "GREGORY APCAR."

Captain S. H. Bolton, will be despatched for the above Ports, on MONDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 15th July, 1909.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "ERNEST SIMONS."

Captain Girard, will be despatched for the above Ports on MONDAY, the 19th July.

For Freight or Passage, apply to

P. DE CHAMPMORIN,
Agent.

Hongkong, 15th July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship "CARMARTHENSIRE"

will be despatched as above on or about the 20th instant.

The attention of passengers is directed to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics being fitted with electric fans in staterooms and refrigerating machinery. A Doctor and Stewardess are carried.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 3rd July, 1909.

SHARE QUOTATIONS

Supplied by Messrs. F. S. KADONK & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$14,500,000 \$250,000	\$2,006,234	{Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.024	4 1/2 %	{58 1/2 buyers London 59 1/2
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903		\$54 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$235,757 \$115,000 \$115,000	none	\$14 for 1907	7 1/2 %	\$105 sellers
North China Insurance Company, Limited	10,000	£15	£1	{ Tls. 150,000 Tls. 303,747 Tls. 116,277 \$2,000,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 114 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$2,000,000 \$191,448 \$105,849 \$68,169	\$2,464,911	{Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$82 1/2 buyers
Yankee Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$194,475 \$199,964	\$77,037	\$12 and bonus \$3 for 1907	7 1/2 %	\$23 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	5,000	\$100	\$20	{ \$1,000,000 \$145,563	\$375,341	\$5 and bonus \$1 for 1907	7 1/2 %	\$116 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$145,563	\$368,711	\$27 for 1907	8 %	\$347 1/2 sa. and b.
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,500 \$204,938	\$1,035	\$1 for 1906		\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$500,000 \$500,000	Nil.	2 1/2 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$600,000 \$607,100 \$15,344	\$20,279	Final of 1 1/2 making \$2 1/2 for 1908	7 1/2 %	\$32 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ \$10,000 \$10,000	£13,755	{6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154		\$66
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 75,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	{Tls. 51 Tls. 52 71/-
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £20,000 £20,000	£63,817	{Final of 2/- for 1908 and interim of 1/- for a/c 1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 \$10,000	\$3,121	{\$1.00 for year ending 10.4.1909	3 1/2 %	\$14
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 80,000 Tls. 481,479 Tls. 44,100 Tls. 81,000 Tls. 7,000	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$2,000,000 \$10,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$137 1/2 sales
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	Dr. \$135,811	\$3 for 1897		\$15
Pernik Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 1,171	Tls. 3 1/2 for year ending 31.8.08		Tls. 255 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000	£11,558	Interim of 1/6 (coupon No. 12) for year ending 31.12.09	7 %	Tls. 18 1/2 b.
Rioh Australian Gold Mining Company, Limited	50,000	£1	18/10	{ £12,289 £4,872	Dr. £2,191	No. 12 of 1/- = 48 cents		\$8 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gas) & Co., Limited	18,000	\$25	\$25	{ \$45,000	Dr. \$7,421	\$1.75 for year ending 31.12.06		\$1
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$3,000,000 \$20,806 \$42,000	\$10,108	Final of \$1 1/2 making \$3 1/2 for 1907		\$17 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$97,197	\$8,798	Final of \$4 making \$8 for 1908	12 1/2 %	\$67
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 697,317 Tls. 50,000 Tls. 125,000	Tls. 6,16	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 %	Tls. 77 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 3,600,000 Tls. 50,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 151 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 2,500,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 104 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$750,000	Dr. 4,222	\$2 1/2 for year ending 30.6.07		\$19
Central Stores, Limited	50,183	\$15	\$15	{ \$752,745	\$24,611	\$1.20 on old and 60 cents on first new issue		\$10 ex n.l. b.
Hongkong Hotel Company, Limited	8,000	\$50	\$50	{ \$400,000 \$548,975	\$895	Final of \$3 making \$6 for 1908	6 1/2 %	\$101 sa. and b.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$21,111	\$26,475	Final of \$3 1/2 making \$7 for 1908	6 1/2 %	\$91 buyers
Humphreys' Estate & Finance Company, Limited	150,000	\$20	\$20	{ \$3,000,000 \$41,251	\$5,486	60 cents for 1908	5 %	\$30
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none	\$278	\$1 1/2 for 1908		Tls. 122 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 3,900,000 Tls. 390,000	Tls. 124,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	8 1/2 %	\$461
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$1,968	Final of \$2 making \$4 for 1908		
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 750,000	Dr. 8,820	Tls. 5 for year ending 31.10.1908	4 1/2 %	Tls. 15 1/2 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 125,000 \$50,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$8 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000	Tls. 8,371	Tls. 6 for year ending 30.6.08 (3)		Tls. 92 buyers
Laon-koong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 4,829	Tls. 4 for 1908		Tls. 211 buyers
Boy Choo Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ Tls. 500,000	Tls. 15,911	Tls. 50 for 1906		Tls. 400 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	{ £1,062,500	£648	1/10 per share for 1907 = 1.037	10 %	\$101
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000	Nil.	\$1.20 or 1908	8 %	\$131
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000	\$51,138	50 cents for year ended 28.2.06	8 1/2 %	\$6.90
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000	\$3,407	80 cents for 1908	7 1/2 %	\$9.60
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$8,000	\$48	\$1.30 for year ending 31.7.08	10 %	\$161
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000	\$3,750	Final of 50 cents making 90 cents for 1908	10 %	\$9 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000	\$251	75 cents for 9 months ending 31.12.07	8 %	\$12
Hall & Holts, Limited	21,000	\$20	\$20	{ \$420,000	\$8,057	\$2 for year ending 29.2.09	9 1/2 %	\$23
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	0 %	\$20 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000	\$7,616	Final of \$15 per share making \$19 for 1908	12 1/2 %	\$155 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000	\$8,790	Final of \$1 per share making \$2 for 1908	8 1/2 %	\$15 sellers
Maatschappij tot Mijn. Bosch- en Landbouw- planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 250,000 Tls. 63,914	Tls. 316,082	{and Quarterly div. of Tls. 1 1/4 for account 1909	3 %	Tls. 1,000 s.
Park Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000	\$1,204	80 cents on fully paid shares and 8 cents on 5/- paid shares for year ending 30.4.09	5 %	\$14 buyers
Park Tramways Company (new)	25,000	\$10	\$10	{ none	Pa. 18,640	None		\$18
Philippine Company, Limited	75,000	\$10	\$10	{ none		Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 110 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 1,200,000	Tls. 6,603	Final of Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 18 1/2 s.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000	Tls. 5,250	Final of 3/- making 4 1/2 for 1908		Tls. 415 buyers
Shanghai Waterworks Company, Limited	16,150	£20	£20	{ Tls. 323,000	Tls. 23,038	None		\$22
South China Morning Post, Limited	6,000	\$25	\$25	{ none	Dr. \$56,602	40 cents for year ending 31.5.08	8 %	\$11 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none	\$236	Tls. 6 1/2 for year ending 30.4.07	5 %	Tls. 64 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 200,000 Tls. 15,295	Tls. 201	60 cents for year ending 31.12.06		\$13 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	{ Tls. 500,000 Tls. 4,000	\$1,172	{80 cents on 9,000 ord. shares and \$19.00 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 1/2
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000	\$1,360	Final of 30 cents for 1908	6 1/2 %	\$8.70
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$15,000	\$2,513	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		\$4 sellers
William Powell, Limited	15,000	\$7	\$7	{ none	\$3.95			

* These shares are entitled to half of the profits.

Intimations.

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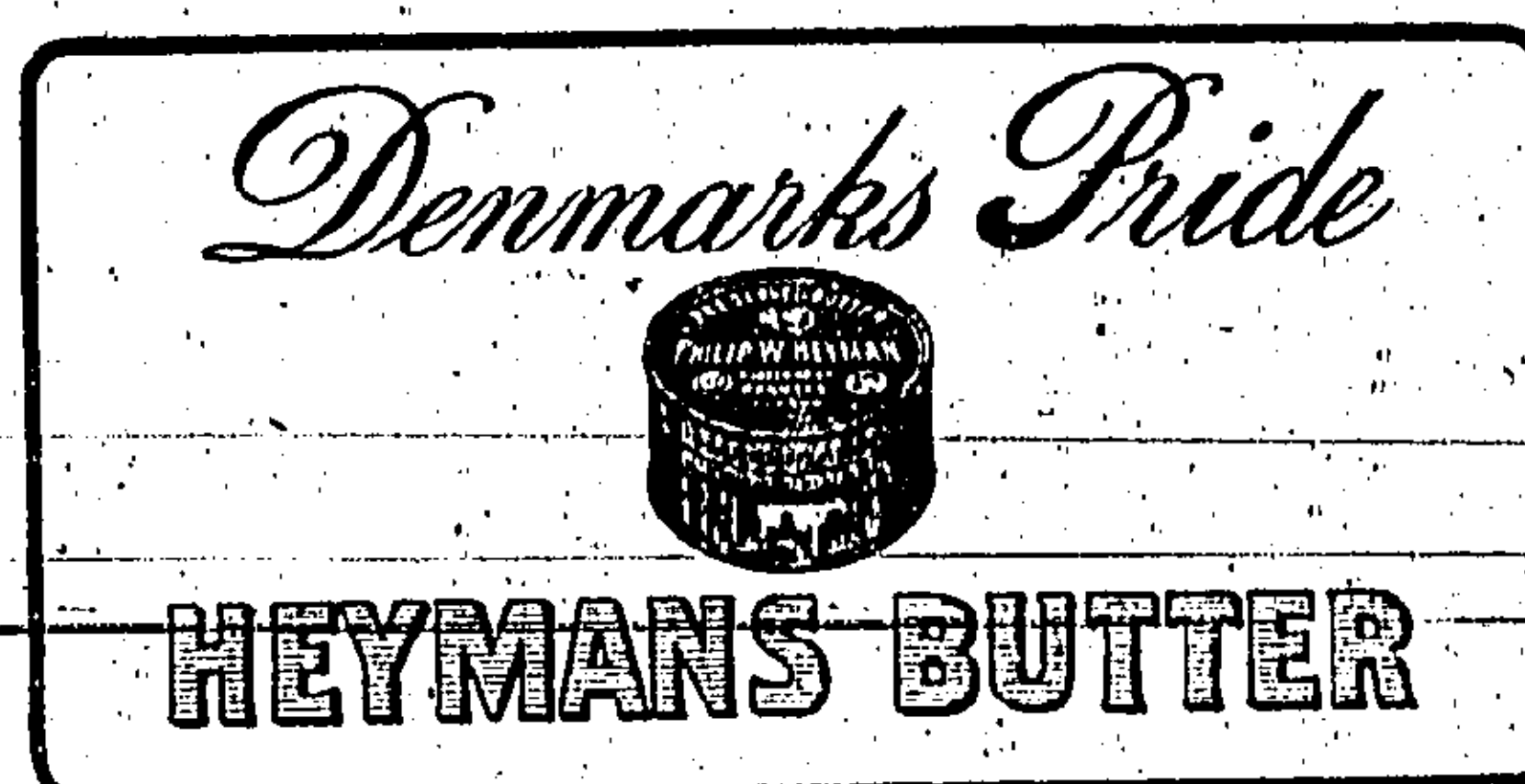
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